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GOVERNOR

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Joe McInnes  
TRANSPORTATION DIRECTOR

February 23, 2010

The Honorable Mike Fisher  
Mayor of Roanoke  
Post Office Box 1270  
Roanoke, Alabama 36274

**Subject: Annual Inspection Report**  
**Roanoke Municipal Airport**

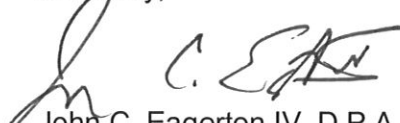
Dear Mayor Fisher:

An inspection of the Roanoke Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 9, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all requirements for the issuance of an operating license and the operating license is being issued with no restrictions. However, there were some items noted that relate to the maintenance of the airport and should be addressed.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO

Mr. Ryan Reed, P.E.  
Garver Engineers, LLC

FEBRUARY 9, 2010



DEPARTMENT OF TRANSPORTATION

## ANNUAL INSPECTION REPORT



ROANOKE MUNICIPAL AIRPORT

ROANOKE, ALABAMA

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# Annual Inspection Report Roanoke Municipal Airport Roanoke, Alabama

February 9, 2010

## **Introduction:**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Roanoke Municipal Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on February 9, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology:**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Drawing (ALD) dated March 2005.

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## **License Status:**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on February 9, 2010, it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

### **1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)**

#### **State Licensing Standards:**

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2 & 3).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### **Inspection Results:**

- Runway 29: There are no obstructions to the ALDOT 20:1 approach/departure path from the displaced threshold; however a road identified as Road # 4 does obstruct the FAA 20:1 approach slope from the runway end as depicted on the Airport Layout Drawing (ALD) dated March 2005 (See Photo # 1, & Appendix 2). It also does not appear that



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adequate ownership of the property within the limits of the RPZ from the runway end, as depicted on the ALD, has been acquired.

- Runway 11: There are no obstructions to the ALDOT 20:1 approach/departure path from the displaced threshold; however a tree identified as Tree # 6 does obstruct the FAA 20:1 approach slope from the runway end as depicted on the Airport Layout Drawing (ALD) dated March 2005 (See Photo # 2, & Appendix 3).

**Photo # 1 – Runway 29 FAA Obstructions**



**Photo # 2 – Runway 11 FAA Obstructions**



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## **Maintenance Required:**

- Obstructions within the areas of the approach/departure path should be removed in order to insure no penetration of the 20:1 slope.
- Complete land acquisition project to maintain adequate control of the RPZ.

## **2. Primary Surface Administrative Code 450-9-1-.12(2)**

### **State Licensing Standards:**

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

### **Inspection Results:**

- The primary surface was found to meet state safety requirements (See Photo # 3).

**Photo # 3 – Primary Surface and Runway Safety Area**



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## **3. Runway Safety Area Administrative Code 450-9-1-.12(3)**

### **State Licensing Standards:**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

### **Inspection Results:**

- The grade of the runway safety area was found to meet state safety requirements.

## **4. Airport Markings Administrative Code 450-9-1-.12(4)**

### **State Licensing Standards:**

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

### **Inspection Results:**

- New markings had been recently applied and were in excellent condition (Photo # 4).



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**Photo # 4 – Runway Markings**



## 5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

### State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

### Inspection Results:

- The wind direction indicator was found operational (Photo # 5).

**Photo # 5 – Wind Cone**



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## **6. Airport Lighting Administrative Code 450-9-1-.12(6)**

### **State Licensing Standards:**

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### **Inspection Results:**

- The airport lighting system has been relocated to reflect the new runway dimensions; however it has been rendered inoperative due to a lightning strike and a maintenance project is ongoing. The airport has been NOTAM'd closed for night operations and will remain so until completion of the maintenance.

### **Maintenance Required:**

- Complete airport lighting maintenance project.

## **7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)**

### **State Licensing Standards:**

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

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## **Inspection Results:**

- The runway surface has recently had a new surface treatment applied along with all cracks cleaned and sealed and is now in excellent condition (See Photo # 6).

**Photo # 6 – Runway Surface**



## **8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)**

### **State Licensing Standards:**

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.



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## Inspection Results

- No fuel service available at this airport.

## 9. Prohibited Activities Administrative Code 450-9-1-.16

### State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

### Inspection Results:

- The airport has also recently completed a fencing project with coded gate entry. There was no evidence of prohibited activities observed during the inspection (See Photo # 7).

**Photo # 7 – New Fencing**





# Annual Inspection Report Roanoke Municipal Airport Roanoke, Alabama

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## **Summary:**

The table below summarizes items noted in this report.

### **INSPECTION SUMMARY**

<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Approach/Departure Path Rwy 11/29	Maintenance	Remove all obstructions penetrating the FAA approach slope and complete land acquisition project
Airport Lighting	Maintenance	Complete airport lighting maintenance project.

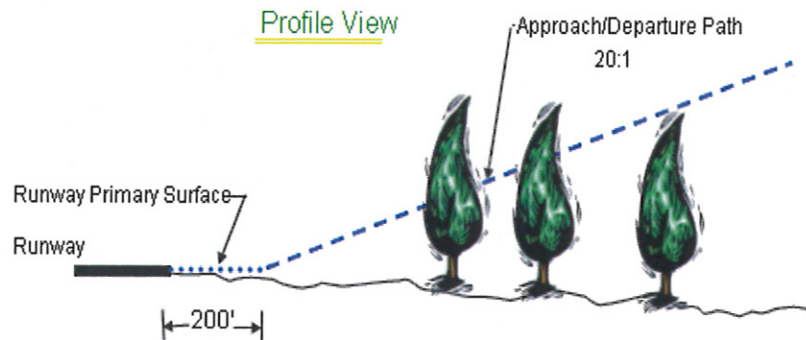
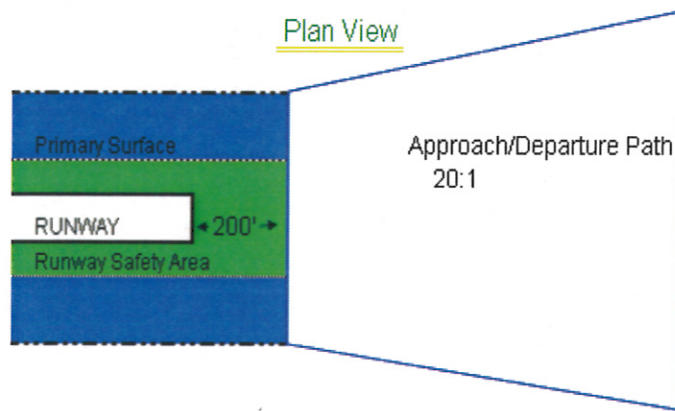
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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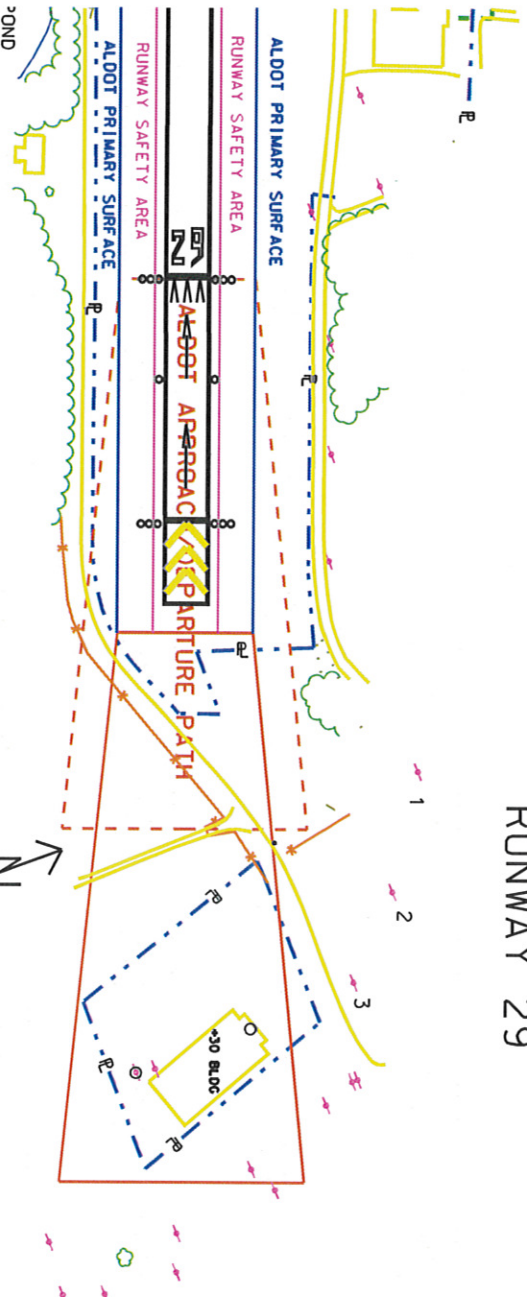
Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



## APPENDIX 1

# ROANOKE MUNICIPAL AIRPORT FEBRUARY 9, 2010

## REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 29

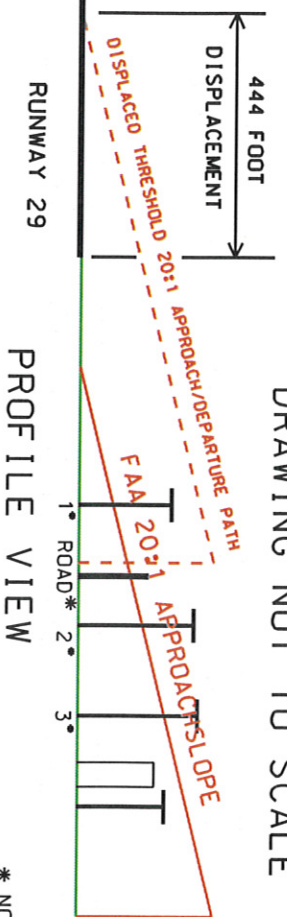


ROAD - 26' ABOVE RUNWAY END  
1055' FROM DISPLACED THRESHOLD  
166' RIGHT OF RUNWAY CENTERLINE  
40:1 OBSTRUCTION CLEARANCE SLOPE

### NOTES:

1. THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
2. REFER TO THE LATEST ALP DATED MARCH 2005 FOR THE FAA AIRPORT DESIGN STANDARDS.

### DRAWING NOT TO SCALE



\* NOT AN ALDOT OBSTRUCTION FROM DISPLACED THRESHOLD

# ROANOKE MUNICIPAL AIRPORT FEBRUARY 9, 2010

## REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 11

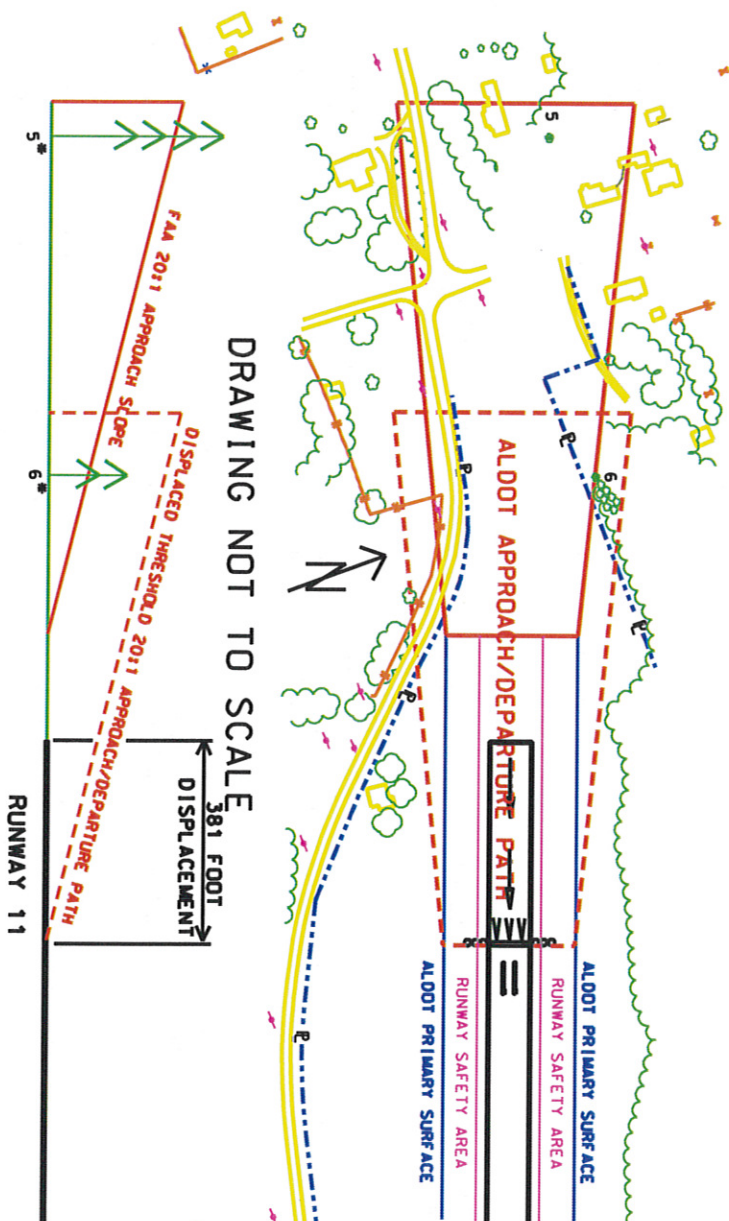
- \* 5. TREE - 64.6' ABOVE RUNWAY END  
1518' FROM DISPLACED THRESHOLD  
64' LEFT OF RUNWAY CENTERLINE  
23:1 OBSTRUCTION CLEARANCE SLOPE
- \* 6. TREE - 29.2' ABOVE RUNWAY END  
903' FROM DISPLACED THRESHOLD  
157' RIGHT OF RUNWAY CENTERLINE  
30:1 OBSTRUCTION CLEARANCE SLOPE

### NOTES:

1. THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
2. REFER TO THE LATEST ALD DATED MARCH 2005 FOR THE FAA AIRPORT DESIGN STANDARDS.

\* NOT AN ALDOT OBSTRUCTION FROM DISPLACED THRESHOLD

### PROFILE VIEW





## AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: \_\_\_\_\_ DAY: \_\_\_\_\_

✓ Satisfactory

X Unsatisfactory

Day Inspector/Time: \_\_\_\_\_ Night Inspector/Time: \_\_\_\_\_

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole – 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
	Obscured/dirty/operable				
Lighting	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLS/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				

